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IN REPLY REFER TO:
NCPC File No. 5542

OCT - 1 2004

Mr. Allen Y. Lew
Managing Director/Development
Washington Convention Center Authority
801 Mount Vernon Place, NW
Washington, D.C. 20001

Dear Mr. Lew:

Thank you for forwarding the final Transportation Operations and Parking Plan (TOPP) for the Washington Convention Center. As you know, the Planning Commission approved the draft TOPP on February 6, 2003 and required the Convention Center Authority and the District of Columbia government to complete the following actions:

- Secure a permanent truck marshalling yard.
- Resolve transportation issues and implement available enforcement tools.
- Establish appropriate truck and bus routes and associated restrictions.
- Implement an off-street parking plan and shuttle services.

The final TOPP indicates that all of these actions have been addressed and Convention Center personnel have informed us that Convention Center transportation operations are going smoothly with generally no outstanding concerns on the part of the city or citizens living near the Center.

In particular, the final TOPP indicates that the Convention Center Authority has executed an agreement with RFK Stadium for the use of the Stadium's parking areas for Convention Center truck marshalling on a periodic basis. It appears that to date most of the Center's marshalling needs have been accommodated within the Convention Center facility or at the off-site marshalling facilities operated by your vendors. This arrangement appears to be a successful implementation of the Planning Commission's requirement; however, this parking area may become unavailable to the Convention Center at some future date. Please note that the Commission requirement for a permanent marshalling yard remains in effect. In the event that future events render the arrangement at RFK ineffective, the Convention Center Authority will be required to find an alternate arrangement for off-site truck marshalling.

The Convention Center's use of DDOT's established truck and bus routes appears to be successful overall; however, some residents have complained to both DDOT and DCOP that both trucks and buses queue occasionally on the streets surrounding the convention center, particularly along 9th Street, NW. Additionally, residents note that trucks

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sometimes stray from the assigned truck routes to traverse neighborhood streets and that Convention Center oversight of truck and bus parking and circulation could be improved.

The Convention Center's use of nearby off-street parking facilities, shuttle service and reliance on Metrorail appear to be effective at managing patron traffic, and combined with DDOT's residential parking permit (RPP) program in the neighborhood surrounding the Convention Center, seem to be working well.

Our staff has contacted the District Department of Transportation, the District of Columbia Office of Planning, members of the Center's Advisory Committee, and the Downtown Business Improvement District, and we have found no evidence of major adverse transportation impacts caused by Convention Center operations, with the exception of the relatively minor yet recurring problems outlined above. We would appreciate the Convention Center's attention to these issues.

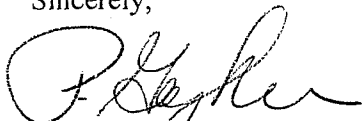
The following additional concerns were expressed by DDOT and DCOP and should be addressed by the Convention Center Authority as soon as possible:

1. Continue to provide Transportation Management Plans for specific Convention Center events as they occur.
2. Re-install Downtown DC Business Improvement District (BID) way-finding signs removed during the Convention Center construction phase.

In a related matter, please note that since the old convention center site is still owned by the District of Columbia and has not been sold to a private developer, any project developed on that site is subject to NCPC's review authority under Section 5 of the National Capital Planning Act (40 U.S.C. § 8722(b)(1)) and NCPC's in-lieu of zoning approval authority for District projects in the Central Area (40 U.S.C. § 8722 (e)). Additionally, a covenant applicable to the old convention center site requires the reopening of the underlying portions of 10th and I Streets, NW upon construction of the new convention center when the debt on the old convention center is retired as agreed to in our 1995 Memorandum of Agreement.

Please contact Mr. David Levy of my staff at (202) 482-7247 if you have any questions in these matters.

Sincerely,



Patricia E. Gallagher, AICP
Executive Director